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sea-island cotton of the Coastal Plain could be easily carried upon the rivers or overland to nearby ports; and the upland cotton of the Western Cotton Belt was served by navigable streams draining into the gulf. But the Piedmont region is one of hills and streams which are turbulent until they cross the Fall Line. The upland cotton of this region flourished, but the problem was how to get it to the eastern ports.

Dr. Phillips first gives a brief account of the early attempts at road improvement, and of the building of canals, such as the James River and Kanawha, Dismal Swamp and Santee canals. Competition between markets and productive areas necessitated new means of transportation. The Atlantic coast cotton ports competed with each other and with the gulf ports; the Western competed with the Eastern Cotton Belt. "The Carolina planters began to cry out for cheaper access to market."

Then, says Dr. Phillips, began the construction of cotton railroads. From Charleston a railway was built to Atlanta, and Savannah soon after extended the Central of Georgia to Macon. A series of roads were soon extended westward from the large Atlantic ports, and northward from the gulf ports into the cotton fields; connection was made with the north and west; and a group of roads parallel to the Atlantic coast were constructed. A detailed account of each of the large railroads of the Eastern Cotton Belt built prior to the Civil War, and a more general description of the early roads in other parts of the south are given. His summary shows the difference between the early railways of the south and those of the north:—"Transportation is not an end in itself, but, when rightly used, is a means to the end of increasing wealth, developing resources, and strengthening society. And in the south these greater purposes were not accomplished. The building of railroads led to little else but the extension and the intensifying of the plantation system and increase of the staple output. Specialization and commerce were extended, when just the opposite development, toward diversification of products and economic self-sufficiency, was the real need.

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**Pierce, Franklin.** *Federal Usurpation.* Pp. xx, 407. Price, \$1.50. New York: D. Appleton & Co., 1908.

The author's thesis is: "The Constitution must be amended." His whole effort is expended in marshalling an array of facts intended to show how far the federal government has departed from the supposed constitutional ideal of conservation of powers in the several states. Beginning with a vivid description of what he chooses to call usurpation in the Civil War and Reconstruction Period, the author gathers a formidable collection of words and acts of President Roosevelt which he declares tend to menace the independence of both the Supreme Court and Congress. He gives instances wherein the President is said to have superseded statutes, treaties, and constitutional safeguards by executive orders, and points out certain

alleged dangers which he asserts will result from Presidential dictation, such as the nomination of a successor, and from the much dreamed-of growth of paternalism. It is with apparent great pride that the author asserts that the states are much more vigorous in their efforts to correct industrial and governmental evils than is the national government.

The route by which Mr. Pierce reaches his conclusion is apparently identical with that followed by the Calhoun group of philosophers in the preparation and enunciation of the fallacious doctrine of state's rights. The Calhoun program when interpreted in a manner satisfactory to the most ardent advocates and admirers of states rights and nullification in that period (1830-1860) least credible in American history, never reached the extremes to which the author would have us go.

He says, "let the people amend the Constitution and take from the national government power to control interstate commerce, then through their state laws they can make short work of the trusts." Even an indifferent observer of the trend of conditions during the last score of years must know that but for the ability of every combination to hide behind the skirts of any or all the forty-six states, the lawless combination would long since have been swept out of existence, and the money power, whether in the guise of an honest trust or private investor, would have been properly regulated and duly preserved from causeless attack.

Instead of stating a reasonable criticism of the great, broad principles of the federal constitution in an earnest and thoughtful manner, closing with well considered, affirmative suggestions, as would be properly expected of a clever judicious member of the New York bar, one is startled to find a declaration breathing of rebellion and encouraging disunion. "There is a time for all things, a time to preach and a time to pray; but there is also a time to fight and that time has come."

The brilliancy of expression in the book is wasted, for Americans do not believe in disunion, and no amount of clever oratory or flowery expression will turn them from their belief. The time has passed for the promulgation of theories inimical to the exercise of authority by the federal government adequate to make our nation honored at home and respected abroad. The best that may be said for the book is to express the hope that it will prove an excellent antidote to the ideas advanced by the author.

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**Wendell, Barrett.** *The Privileged Classes.* Pp. 274. Price, \$1.25. New York: Chas. Scribner's Sons, 1908.

Both witty and wise,—at the same time paradoxical and gently ironical, this latest book of Professor Wendell's cannot fail to arrest the attention of any but the unthinking and heedless.

Our erstwhile lecturer at the Sorbonne, hesitates not to prick that great bubble, American self-complacency, but he does it so charmingly, that we